

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,307 號一千九百零九年十一月廿日

HONGKONG, THURSDAY, NOVEMBER 1st, 1900.

星期四

英港一千九百零九年十一月廿日

PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

CHAMPAGNE.

BOLL & CO. 1892 EXTRA SEC.

JACQUESSON FILS

BRUT NATUREL 1893.

DRY MARQUETTERIE 1893.

Sample bottles may be obtained.

SOLE AGENTS—

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for—

LANE, CRAWFORD & CO.

Hongkong. [41]

JOHN WALKER & SONS'

FAMOUS KILMARNOCK WHISKY.

This World-renowned.
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO. and
are obtainable in Hongkong of

G. C. ANDERSON,

No. 13, Praya Central

Hongkong, 26th July, 1897. [43]

CUTLER, PALMER & CO.'

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [42]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.30 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every quarter of an hour
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6.30 p.m. to 9.00 p.m. Every ten minutes
Night cars at 9.45 p.m. to 11 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.
Every half hour.

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10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
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Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [2550]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Burgals can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.,
43 & 44A, QUEEN'S ROAD EAST,
Hongkong, 3rd November, 1899. [2509]

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS

Ship only the Finest Quality
Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Bole Agents.

Hongkong, 17th May 1895. [1521]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

\$5.00 per Cask of 375 lbs net ex Factory.

\$1.00 per Bag of 250 lbs.

SHEWAN, TOWES & CO.

General Managers.

Hongkong, 2nd July, 1900. [1696]

日十初月次年六十二緒光

HONGKONG, THURSDAY, NOVEMBER 1st, 1900.

星期四

號壹月壹十年百九千壹英港香

PRICE \$2½ PER MONTH

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the underlined:

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [41a]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

Entrance: ICE HOUSE STREET (New Victoria Hotel). [39a]

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

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WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG. [112a]

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A SPARKLING MINERAL TABLE WATER.

MADE FROM PURE TREBLE DISTILLED WATER, ENTIRELY

FREE FROM ANY INJURIOUS MINERALS OR ORGANIC

MATTER, AND MIXES FREELY WITH WINES OR SPIRITS

WITHOUT IN ANY WAY ALTERING THE FLAVOUR OR

CHARACTER.

CALDBECK, MACGREGOR & CO.,

GENERAL MANAGERS. [34a]

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NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

95a

LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

WINTER SEASON.

LATEST LONDON FASHIONS.

NEWEST & BEST MATERIALS.

32a

DESS SUTTS from

TWEED LOUNGE SUITS from

NORFOLK JACKET SUITS from

SCOTCH TWEED ULSTERS for Travelling, from

LANE, CRAWFORD & CO.

32a

95. 35. 35. 50.

PHOTOGRAPHIC

PLATES, PAPERS and CHEMICALS.

EASTMANS RODAKS' FILMS and ACCESSORIES.

DEVELOPING and PRINTING UNDERTAKEN.

A. CHEE & CO.,

17, QUEEN'S ROAD, HONGKONG. [1696]

100

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers [33a]

KELLY & WALSH, LTD.

BOOKS BY LAST MAIL.

Malay Sketches, by Sir A. Swettenham 31.50

The Shield of His Honour, by R. H. Savage 1.50

The Fourth Generation, by Sir W. Besant 1.50

The Isle of Unrest, by H. S. Merriman 1.50

Our Duty of Duties, by Bernard Capes 1.50

The Man that Corrupted Hadleyburgh, by Mark Twain 3.50

The Attaché at Peking, by A. B. Freeman-Mitford, C.H. 3.50

The Settlement after the War in South Africa, by M. J. Farley 6.50

China of To-day, compleat vol. 3.00

Black Heart and White Heart, by H. Rider Haggard 1.50

Boys Own Annual 5.00

Girls Own Annual 5.00

China's Open Door, by Rounseville 3.50

Wildman 3.50

How England Saved Europe, The Story of the Great War (1703-1815), by W. H. Fitchett, B.A., 4 vols. 6.00

My Disease During the War, by Eight Rev. A. H. Baynes, D.D., Illustrated 1.50

THE MASTER CHRISTIAN, by MARIE CORELLI 1.50

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE,
ITALIAN MARBLE,
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD, CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &
SHERRY

from the famous house of
GEO. G. SANDEMAN, SONS & CO.,
OF LONDON, OPORTO & XERES,
the name of which firm is the
HALL-MARK and GUARANTEE of
EXCELLENCE.

Sample bottles may be obtained.

A. S. WATSON & CO.
LIMITED.
HONGKONG DISPENSARY.

[29]

The Daily Press.

HONGKONG OFFICE: 14, DES VIEUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, November 1st, 1900

The news telegraphed by our Shanghai correspondent relieves in no small degree the rather tense situation created by the appointment of YU CHANG to the Governorship of Hupeh. It is now announced that ill health prevents the Governor Elect from proceeding to take up his new post, and that the Viceroy, CHANG CHIN-TUNG becomes Acting Governor pending the arrival of YUAN TSU-YI, formerly Taotai of Hankow, who is known as being friendly to foreigners. The appointment of YU CHANG to be Governor of Hupeh had been regarded as a distinct menace to the peace of the Yangtze Valley, that official having made himself notorious by his anti-foreign proclivities. There was no reason for his removal from Honan, of which province he is Governor, and his transference was naturally regarded as an attempt to introduce discord in the central provinces, which have hitherto remained peaceful and free from Boxer agitation. A correspondent of our Shanghai morning contemporary, writing from Hankow on the 19th October, pointed out the serious troubles that might be expected to arise if YU CHANG were allowed to take up his new post. He says that this man, in his capacity of Governor of Honan, did all in his power to encourage the Boxer movement, and "the terrible sufferings of not a few helpless men, women, and children are to be ascribed to his diabolical hatred of foreigners." He goes on to add that, if there is a man among the unfriendly Governors into whose conduct strict inquiry ought to be made, surely that one is YU CHANG. He brackets this Governor with YU HUAI, the savage Governor of Shensi, who has achieved such infamy for the ferocious cruelty with which he ordered and superintended massacres of missionaries and their converts.

According to this authority the ex-Governor of Hupeh, YU YUN-ZE, is a weak-minded, feeble old man, anti-foreign to the core, but powerless to do much mischief when opposed to the strong will of the Viceroy, CHANG CHIN-TUNG. YU CHANG, on the other hand, is, it seems, a force to be reckoned with, being a strong-minded, energetic official only too willing to forward schemes for suppression of the hated *fan-kuo*. It is possible his appointment to a high office, where he would have great opportunities for undermining the friendly Viceroy, was dictated by a desire on the part of the Government to see how it would be taken and whether it was practicable to treat the foreigners with contempt at this early stage of the negotiations. Our Shanghai contemporary lost no time in speaking out on this subject, and rightly urged that the Foreign Ministers should make the revocation of this appointment a test of the sincerity of Prince CHING and LI HUNG-CHANG. Whether the Ministers have taken the hint or not, we are not in a position to say; perhaps it has been seized by the two Chinese officials referred to, and, in the usual Chinese style, a pretext has been found for delaying the transfer of YU CHANG to his new field of operations. No doubt the idea of making him Governor of Hupeh has been actually given up, but the plan of ill health has been advanced to save the EMPRESS DOWAGER's face. The old lady can, theoretically, like the monarchs of old, who reigned by "right divine," do no wrong, so the appointment cannot be cancelled; it can only be rendered null on some sufficient pretext.

It would, of course, have been far more satisfactory if an Imperial Decree had been issued, simply cancelling the appointment. But this is not the Chinese way. Still, it is a question, at the present moment, how far the Treaty Powers ought to go in the direction of "saving Chinese face." We are disposed to think that it is not the time to save the Chinese Government from humiliation. By its own base acts the Imperial Chinese Government have brought disaster and humiliation upon themselves, and they should be made to drink the cup to the dregs. Had they chosen, they could have stopped the absurd but terrible tragedy contrived by the Boxers, and they could certainly and more especially have abstained from taking a leading part in the fiendish torture and massacre of missionaries. They could also have protected the Legations, when besieged by howling mobs, partly composed of Imperial troops, raging for the blood of their inmates. No sentiment of consideration for the shrewish EMPRESS DOWAGER or her black-hearted abettor Prince TUAN should for a moment influence foreign action. On the contrary, every effort should be made to bring to justice the officials who are known to be guilty of the murder of foreigners. No statement that any of them have committed suicide should be accepted without the most convincing proof, for otherwise they would simply go into retirement for a season, until the demand for vengeance had blown over. YU HSIEH is reported to have sought this method of evading justice, but it is not the policy of the Treaty Powers to admit this as an alternative to surrender. They do not seek vengeance so much as the power to make the authors of the recent crimes personally responsible for them. It is only in this way that the mandarins can be reached. Rumour says that the Germans have shot all the mandarins at Paotingfu. This would be rough but sound justice. They might have stayed the slaughter, and they did not; they have been made to take the consequences. If such a sentence has been carried out, it will assuredly have more effect than half a dozen victories in the field, where the slain would consist of ignorant coolies. We sincerely hope it will be followed by the execution—not imprisonment—of Prince TUAN and the banishment of the EMPRESS DOWAGER.

The pacification of China and the prevention of a recurrence of the recent trouble can best be promoted by the punishment and humiliation of those who created them; no amount of indemnity and no vicarious sacrifice of life can possibly have a tithe of the effect on the people that would be caused by the picture of a host of Boxers and their tools being brought to the block for participation in the murders and outrages. Fortunately for the future relations of Foreign Powers with China, it has been determined by the former that the punishment of the authors of the massacres shall precede any attempt to negotiate terms of peace. It will be time enough to consider those conditions after the departure of the Court back to Peking.

The new number (August and September) of *China Review* is the first of a fresh volume—the twenty-fifth. Beside the staple articles usually looked for in the magazine, among the most interesting contributions are a review by the editor of Mr. Stanton's book on the Triad Society, part of a discussion by Mr. Edkins on the Dakota language, and a notice of Sir Ernest Setow's pamphlet on the Bamboo in Japan. A startling title in the List of Contents: "The Wak-wak, or is the Chinese a Confit of the Kafir?" turns out to be an excerpt, with comments, from Torrend's book on "South-African Bantu Languages." Torrend's question must not be taken too seriously. Altogether the last number of the *China Review* is an interesting one.

A correspondent sends us the two following queries to which some of our readers may be able to supply answers:

- In the case of a foreign sailor or soldier going to a British port, or a British sailor or soldier going ashore in a foreign port, and being guilty and arrested for the commission of a criminal offence, is it the law to hand the offender over to his Commanding Officer for punishment, the shore official having no jurisdiction? In the course of an argument, one side contended that the offender is handed to his Commanding Officer, citing as an example that some time back a German sailor deserted a British vessel in Hongkong, and was handed to his C.O. for punishment.

Two bodies—one that of a private in the Royal Horse Artillery, dressed in dreadnought jacket, riding trousers and puttee, and regulation boots and spurs, and the other that of a Chinaman, partly undressed—were found floating in the harbour yesterday. The body of the artilleryman was in a decomposed condition. He had not been previously reported missing.

- Would it be fairly correct, presuming for sake of argument, that the population of London, the artilleryman was 6,000,000, to estimate that not more than 500,000 were born outside of London?

The preparations for the St. Andrew's Ball on the 30th ult. are now being taken in hand and the various committees have begun their sittings.

The Hongkong Hockey Club will play an inter-Club match, Under 25 v. Over 25, on the Club ground at the Happy Valley to-day, commencing at 4.30 p.m.

We received from the U.S. Consulate General yesterday morning the following typhoon warning, issued from Manila Observatory at 9 o'clock a.m.—Depression in the Pacific east of the Archipelago.

Philatelists will be interested to learn that the Hongkong Post Office have just issued a new ten cent stamp of which the colour is bright blue. A new ten cent registration stamp, purple in colour and handsome in design, has also been issued.

Referring to a recent case before the Acting Puima Judge a way writes:—This is France and Germany—France emphatically declining to accept her "made in Germany" which is not of a merchantable quality. Germany insists on the agreement, but when France refuses, Germany declares War.

The s.s. *Hetung* has been chartered by the French Government to convey to Canton from Haiphong 600 French troops, 23 officers, and 20 horses. The steamer has started on her journey and, it is reported, she will call at Kwanchauwan on her way to pick up the 800 native troops already garrisoned there.

On the 14th ult. the Peking correspondent of the *P. & T. Times* wrote:—The Railway station and line at Machiau have been taken over from the Russians by the British. Thousands of sleepers are being carted from Peking for the re-construction of the section of the line undertaken by the British Force. Now that the British, Germans, and Japanese are actively employed on the re-building of the line from Lo-fah to Machiau, everything points to the railway being re-opened to Peking in about three weeks' time.

The German transport *Frankfurt*, on her last return journey from China to San Francisco entered the harbour with the police flag flying. Two of her crew had mutinied while crossing the Pacific, and had severely assaulted Mr. Christek, the second engineer. The *Frankfurt* was formally chartered by the German Government but a few weeks ago. It was the original intention of the Government that she should ply between Germany and China and carry troops only, but these plans were altered, and when the vessel arrived in Chinese waters she was ordered to San Francisco for a cargo of horses. The transport carries 102 men.

Yesterday being the ninth day of the ninth moon, a day which has been observed by the Chinese from time immemorial, numerous family picnic parties were to be met with in different parts of the island. Hundreds found their way to the Peak and ascending the highest points lot to their kites therefrom and cut the strings. If the freed kite soared still higher the happy possessor returned to the lower levels encouraged by the thought that there was a good time in store for him. If on the other hand the kite showed a hurried inclination to seek mother earth, the owner took it as a call to brace his nerves for coming adversity.

The Imperial Decree of the 13th ult., published in the native paper *Shen-pao*, contains the following appeal:—"The foreign troops hold the various parts of the capital, making it difficult for both officials and well-behaved people to go about at ease. Hence we would ask, how are we to be treated if the Court suddenly returns to Peking? But only let the Foreign Powers show sincerity in their desire for peace, let them not take away our independence of action or forcibly insist on our performing those things which we cannot do, then, as soon as the negotiations are carried out, we will surely issue, on that very day, notice of the day of departure of the Court back to Peking."

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The British transport *Dalhousie* arrived yesterday from Shanghai and left again for Ramsgate.

Beside the *Centurion*, H. M. S. *Orlando* was also expected at Nagasaki when the last mail left that port.

Among the prize winners at St. Thomas's Hospital Medical Schools is Mr. K. Takaki, a Japanese student, who takes the William Tito scholarship and the college prize.

The Belgian expedition to look for gold at Katanga, in the south of the Congo Free State, has not met with marked success. Numerous washings have been tried, without bringing to light any gold.

The Shanghai Autumn Meeting commences to-day and will continue on Friday and Saturday. Nine races will be run off to-day, including the Maiden Stakes, for which 37 starters appear on the programme, and the Lottery Stakes (26 entries).

The place of the 60 Welsh Fusiliers who were on guard at the Summer Palace, Peking, has on the departure of the Fusiliers for their return here for the winter, been taken by the Australians. In addition, there are a few Italian and French soldiers stationed there.

The following is a "Current Comment" in the *Japan Weekly Advertiser*:—We must be more careful of our chirography. In a letter recently sent to the American Associated Press we said "Japan wants no territory." It is now being telegraphed all over the country, "Japan wants territory."

The damage which has been done to the American steam collier *Emir*, which recently sank in the Suez Canal, and was re-floated on the 6th ult., is not so great as was at first anticipated, and according to a surveyor's report, she will be able to complete her charter to carry coal to Manila for the U.S. fleet without any further delay.

The steamer *Menelaus*, which went ashore on Green Island on Tuesday morning whilst getting out of the way of a junk, was floated off about eight o'clock on Wednesday night, and is now at anchor off Queen Island. The cargo in No. 1 hold has been damaged by water, but the extent of the damage is not known. The steamer will be docked on Saturday.

The *N.C. Daily News* Tientsin correspondent wrote on the 25th ult.:—I am informed that the Chinese Engineering and Mining Company, which Mr. Chung Yen-man is Director-General, is resuming charge of the Tongshan mines, thanks to the influence of Mr. Detring with the Russian authorities; but that a steady adequate coal supply will be secured for the community is doubtful.

The U.S. transport *Solace*, which left China recently for Mare Island, San Francisco, has been vigorously searched by the American Custom authorities and contraband goods of a considerable amount have been found secreted by the troops in various parts of the vessel. Most of the goods were looted at the fall of Tientsin. Forty packages of valuable silks and jewelry remain unbound by the Mare Island authorities.

The *Peking & Tientsin Times* says:—We regret that several members of our community are down with typhoid of a more or less pronounced type, an evil which was of course anticipated, and has been marvellously escaped considering the altered conditions under which we live. Water is not the only source of infection, but it is no doubt a primary one, and the greatest care should be taken in this respect.

Servants as a rule like using a distiller, as it saves trouble, and this method is cheap, convenient and effective that we wonder it is not more universally adopted. The milk is also safer at this juncture, not because the fresh milk in itself may not be pure, but the utensils and bottles may be "cleaned" in the wildest water, and the mischief is done. Any fresh milk used should be well boiled.

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The *U.S. Election*. Mr. Bryan has revisited New York and met with an immense demonstration. He addressed five meetings, numbering altogether 5,000, and upwards of 150,000 in the streets.

SOUTH AFRICA.

There is great unrest to the East of the railway between Orange River and Kimberley. The Boer patrols are active, and commanding is proceeding extremely. 15,000 Boers are in the field, nearly half of whom are Free State.

KRUGER'S NEW APPEAL.

It is stated that Mr. Kruger's address from the Hague will make an appeal to the Powers, based on the Hague Convention.

OBITUARY.

Professor Max Müller is dead.

TROOPS AT HONGKONG AND KOWLOON.

Residents in Hongkong and Kowloon will no doubt be interested to know what troops European and Native (Indians) are now stationed in our midst. The following list gives the Regiments, Hospital Sections, etc., and also the names of the officers of the three New Indian Native Regiments:

REGIMENT

EUROPEAN—Royal Artillery (3 companies); detachment Royal Engineers; 2nd Batt. Royal Welsh Fusiliers; detachment Royal Army Medical Corps; Army Service Corps; Army Pay Corps.

NAZIVE—Hongkong and Singapore Batt. Royal Artillery; 3rd Madras Light Infantry; 5th Infantry (Hyderabad contingent); 2nd Bombay Infantry; dep't of Hongkong Regiment.

Now attached for duty at Station—B Section, No. 16 British Field Hospital; A Sections, 47th Native Field Hospital; C & D Sections, 6th Native Field Hospital; A & B Sections, 38th Native Field Hospital; No. 2 Native General Hospital; Base Medical Store Dept., and minor details.

Field Controller Staff, and Office Establishment, Remount Depot, Army Veterinary Establishment, Commissariat, Base Depot, Field Post Office.

OFFICERS

3rd MADRAS LIGHT INFANTRY—Lieut.-Col. T. Macmillan, D.S.Q.; Major Taaffe; Captains Lilly, Harris, and Armitage; Lieutenants Taylor, Harding, Sharp, Lamb, O'Reilly, and Nicholson.

5th INFANTRY HYDERABAD CONTINGENT—Lieut.-Col. Welchman; Major Whitfield; Captains Aspinwall, Chalmers, and Bentzon; Lieutenants Tregeat, Pope, Cotton, Hobson, Linington, Palmer, and Burton.

2nd BOMBAY INFANTRY—Lieut.-Col. Hallie; Major Hoddlewell; Captain Hetherell; Kitteeball, and Nurse. Lieutenants Cawsey, McMillie, Leathem, Krikkeball, Litchfield, Badkin, and Palmer. Attached for duty—Lieutenants Hitchins and Burke.

The administration by the discretion of their business during the construction of the said reclamation a sum of \$40,000, or thereabouts, and by the reparation in value of their land affected by the same, and converted from a Marine Lot into an Island Lot.

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TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

FROM OUR CORRESPONDENTS.]

SHANGHAI, 31st October, 8 p.m.

PRINCE TUAN T

VESSELS ADVERTISED AS LOADING.

DESTINATION
LONDON, &c. VIA PORTS OF CALL
LONDON VIA SUEZ CANAL
LIVERPOOL DIRECT
BREMEN/HAMBURG, VIA PORTS OF CALL
BREMEN, VIA PORTS OF CALL
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.
MARSEILLES, &c., VIA PORTS OF CALL
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.
HAVRE & HAMBURG
HAVRE BREMEN & HAMBURG V. COLOMBO
HAVRE & HAMBURG
HAVRE & HAMBURG
NEW YORK VIA SUEZ CANAL
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VANCOUVER VIA SHANGHAI, &c.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.
PORTLAND, OREGON VIA SHANGHAI, &c.
SAN FRANCISCO VIA SHANGHAI, &c.
SAN FRANCISCO VIA AMOY, &c.
SAN DIEGO, &c., VIA SHANGHAI, &c.
AUSTRALIAN PORTS
AUSTRALIAN PORTS
YOKOHAMA & KOBE
KOBE & YOKOHAMA
KOBE & YOKOHAMA
NAGASAKI & VLADIVOSTOCK
NAGASAKI KOBE & YOKOHAMA
MOJI KOBE & YOKOHAMA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA
SWATOW, AMOY & TAIWANFOO
SWATOW, AMOY & TAMSUI
FOOCHOW VIA SWATOW & AMOY
AMOY, SINGAPORE, SAMARANG & SURABAYA
MANILA
MANILA VIA AMOY
MANILA
SINGAPORE, PENANG & BOMBAY
BOMBAY, VIA SINGAPORE & COLOMBO

VESSELS ON THE BEERTH

ARRIVALS.
OCT. 30, BENCLUTA, British steamer, 1,320, Stewart, Canton 20th October, General—CHINESE.
OCT. 30, VALE OF DOON, British barque, 680, J. Petersen, Rajang 10th October, Timber—SAUNDER, WILDER & CO.
OCT. 31, DALHOUSIE, British transport, 1,523, C. J. C. Kendall, Shanghai 20th October.
OCT. 31, FEICHING, British str., 1,031, J. Gordon, Haiphong 28th Oct. and Hoioow 30th, General—JESSEN & CO.
OCT. 31, HUE, French steamer, 505, Godinan, Haiphong 28th Oct. and Quang-chow-wan 30th, Rice and Salt—A. R. MARTY.
OCT. 31, SANUKI MARU, Jap. str., 3,787, W. Townsend, Moji 27th October, General—NIPPON YUSEN KAISHA.
OCT. 31, HAILAN, French str., 377, Merleau, Pakhoi and Hoioow 30th Oct., General—A. R. MARTY.
OCT. 31, LYMEYUN, German str., 1,238, G. Houernius, Shanghai 28th Oct., General—SIEMSEN & CO.
OCT. 31, THALES, British steamer, 820, Robson, Swatow 30th Oct., General—DOUGLAS LAPBAIK & CO.
OCT. 31, WILHELMINA, British str., 1,682, G. S. Bon, Ponarit 6th Sept., Coal—GOVERNMENT.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
31ST OCTOBER.

Volute, British str., for Shanghai.
Canton, British str., for Shanghai.
Hongkong, French str., for Haiphong.
Bencutha, British str., for Swatow.
P. C. C. Kao, German str., for Pakhoi.

DEPARTURES.

OCT. 31, NIPPON MARU, Japanese str., for San Francisco.
OCT. 31, OLDFERD, German str., for Europe.
OCT. 31, CANTON, British str., for Shanghai.
OCT. 31, IDOMENI, British str., for London.
OCT. 31, HONGKONG, French str., for Haiphong.
OCT. 31, BENCLUTA, British str., for Swatow.
OCT. 31, DALHOUSIE, British str., for Haiphong.
OCT. 31, QUEEN MARGARET, British barque, for Tasmania.

VESSELS IN DOCK

ABERDEEN DOCKS—Topgallant
KOWLOON DOCKS—U.S.A. Monterey, Don Juan de Austria, Adamastor, Chingtao, Belgian King, H.M.S. Janus, Heinrich St. Andrew, COSMOPOLITAN DOCK—Stanfold, Chingtao.

SHIPPING REPORTS.

The French steamer *Huc*, from Haiphong 29th Oct. and Quang-chow-wan 30th, had light breeze and fine weather throughout.

The British bark *Vale of Doon*, from Rajang 10th October, had strong S.W. wind with rain through Palawan; thence to port moderate N. to N.E. winds and fine pleasant weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Concord—Standard Oil Co.

VESSELS ON THE BERTH

FOR PORTLAND (OREGON) VIA JAPAN.

(Booking cargo for SAN FRANCISCO and OVERLAND POINTS).

THE A. J. STEAMSHIP.

"MONMOUTHSHIRE". Captain Kennedy will be despatched on or about the 30th inst. For Freight and Passage apply to T. M. STEVENS & CO., Agents. Hongkong, 26th October, 1900. [2570]

PASSAGE.

THE Steamship.

"MONMOUTHSHIRE". 100 A.L. calling FOR PORTLAND (OREGON); above the 10th inst. See room for a few First Class Passengers at reduced rates. Bookings for Interior Points and Europe. Stewards and Surgeons wanted. Apply T. M. STEVENS & CO., Agents. Hongkong, 26th October, 1900. [2570]

VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st inst.
CHUSAN	Brit. str.	—	G. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
AGAMEMNON	Brit. str.	—	Niall	BUTTERFIELD & SWIRE	On 13th inst.
AJAX	Brit. str.	—	Patt	BUTTERFIELD & SWIRE	On 27th inst.
TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th inst.
KÖLN	Ger. str.	—	H. Langreuter	MELCHERS & CO.	On or about 3rd inst.
BAVARIA	Ger. str.	—	H. Bleeker	MELCHERS & CO.	On 14th inst. at Noon.
SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
SYDNEY	Fren. str.	—	Albert	MESSAGERIES MARITIMES	On 5th inst. at 1 P.M.
HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
SARNIA	Ger. str.	—	Schleske	CARLOWITZ & CO.	On 5th inst.
SUEVIA	Ger. str.	—	Ferck	CARLOWITZ & CO.	On or about 22nd inst.
AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAMBURG	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 20th Dec.
HILLGREN	Brit. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
GLENGARRY	Brit. str.	—	F. Gedye	DODWELL & CO., LIMITED	On or about 20th inst.
EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	McGREGOR BROS. & GOW	On 25th inst.
RAEWAH	Brit. str.	—	W. Watt	CANADIAN PACIFIC R.R.	On 21st inst.
NEW YORK	VIA SUEZ CANAL	—	J. W. Ekstrand	CARLOWITZ & CO.	On 10th inst.
VANCOUVER VIA SHANGHAI, &c.	VIA SHANGHAI, &c.	—	Keeney	CARLOWITZ & CO.	On 24th inst. at 1 P.M.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	VIA SHANGHAI, &c.	—	T. M. Stevens & Co.	PACIFIC MAIL S. & C.	On or about 30th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	VIA SHANGHAI, &c.	—	O. & O. S. S. Co.	PACIFIC MAIL S. & C.	On 8th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	VIA SHANGHAI, &c.	—	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 17th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	VIA SHANGHAI, &c.	—	MESSAGERIES MARITIMES	TOYO KISEN KAISHA	On 24th inst. at Noon.
SAN DIEGO, &c., VIA SHANGHAI, &c.	VIA SHANGHAI, &c.	—	NIPPON YUSEN KAISHA	TOYO KISEN KAISHA	On 20th inst.
AUSTRALIAN PORTS	VIA SHANGHAI, &c.	—	CARLOWITZ & CO.	TOYO KISEN KAISHA	On 24th inst. at Noon.
AUSTRALIAN PORTS	VIA SHANGHAI, &c.	—	CARLOWITZ & CO.	TOYO KISEN KAISHA	On 24th inst. at Noon.
YOKOHAMA & KOBE	VIA SHANGHAI, &c.	—	E. W. Haswell	TOYO KISEN KAISHA	On 24th inst. at Noon.
KOBE & YOKOHAMA	VIA SHANGHAI, &c.	—	Williams	TOYO KISEN KAISHA	On 24th inst. at Noon.
KOBE & YOKOHAMA	VIA SHANGHAI, &c.	—	H. Petersen	TOYO KISEN KAISHA	On 24th inst. at Noon.
NAGASAKI & VLADIVOSTOCK	VIA SHANGHAI, &c.	—	Nissen	TOYO KISEN KAISHA	On 24th inst. at Noon.
NAGASAKI KOBE & YOKOHAMA	VIA SHANGHAI, &c.	—	Davies	TOYO KISEN KAISHA	On 24th inst. at Noon.
MOJI KOBE & YOKOHAMA	VIA SHANGHAI, &c.	—	S. Yoshizawa	MESSAGERIES MARITIMES	On or about 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	VIA SHANGHAI, &c.	—	Foydner	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA	VIA SHANGHAI, &c.	—	L. M. Wibmer	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA	VIA SHANGHAI, &c.	—	F. Grosch	DOUGLAS LAPEAK & CO.	TO-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	VIA SHANGHAI, &c.	—	Robson	MITSUI BUSSAN KAISHA	On 3rd inst. at 5 P.M.
SWATOW, AMOY & TAMSUI	VIA SHANGHAI, &c.	—	K. Hasegawa	MITSUI BUSSAN KAISHA	On 3rd inst. at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	VIA SHANGHAI, &c.	—	K. Suzuki	BUTTERFIELD & SWIRE	On 4th inst. at Daylight.
AMOY, SINGAPORE, SAMARANG & SURABAYA	VIA SHANGHAI, &c.	—	Quaile	P. & O. S. N. Co.	On or about 4th inst.
MANILA	VIA SHANGHAI, &c.	—	Geo. T. Blaxland	SHEWAN, TOME & CO.	TO-morrow, at 4 P.M.
MANILA VIA AMOY	VIA SHANGHAI, &c.	—	Moore	BUTTERFIELD & SWIRE	On 3rd inst. at 5 P.M.
MANILA	VIA SHANGHAI, &c.	—	T. Moore	CARLOWITZ & CO.	On 8th inst.
SINGAPORE, PENANG & BOMBAY	VIA SHANGHAI, &c.	—	Makanshi	CARLOWITZ & CO.	On 9th inst. at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	VIA SHANGHAI, &c.	—	R. Nueme	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
					On 14th inst. at Noon.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

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SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

"EMPEROR OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

"EMPEROR OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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Every Household Requisite. Depot for
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Diamond Merchants and Watchmakers, 40,
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Gold and Silversmiths, Silk Dresses, Crêpe
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COMPANY, Head office, 62a, Queen's
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Amateur's Requirements a Specialty.

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CODE WORD: "DOCK" NAGASAKI
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DOCK No. 1 (at TATEGAMI)
Extreme Length 523 feet.
Length on Blocks 513 "
Width of Entrance on Top 89 "
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Water on Blocks at Spring Tide 261 "

DOCK No. 2 (at MUKAIJIMA)
Extreme Length 371 feet.
Length on Blocks 350 "
Width of Entrance on Top 68 "
Width of Entrance on Bottom 53 "
Water on Blocks at Spring Tide 22 "

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Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well as
in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE. [161]

NOTICE

THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan
&c. at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. GUNNINGHAM,
Manager.

Hongkong, 4th October, 1900. [233]

NOTICE OF REMOVAL

THE OFFICES of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY,
have this day been removed to
14, DES Vaux ROAD, CENTRAL,
Entrance, East Lane, recently Moore,
Wendt & Co.'s Office, behind Moore, Shaw
Tom & Co.'s premises.

Hongkong 1st Oct., 1900.

OUR LADY'S LETTER.

Paris, 29th September.

The negotiations with China will be rapid in
proportion as Count von Waldershausen displays
determination. His demands will be brief, clear,
and to the point. No haggling round will be
allowed. First he will arraign the Upper Ten
of the official world, who plotted and had ex-
ecuted the massacres and destruction. With
the proofs of their crimes will also be handed
in the formal requests that the culprits be hand-
ed over, in order that justice may be done.
The French do not expect that the guilty will
be delivered up. They acted as the Empress
Dowager commanded and exacted; being her
servants, they merely obeyed. But that cloak
will not cover or excuse crime; to avoid per-
petrating such the officials could always resign.
It is thought that if her Majesty was well
secured, so as not to be again able to do any
harm, this step would much facilitate matters.
That means replacing her by the young Emperor
under the protection of the Allies. Witnesses
would not then be deterred from testifying
as to the culpability of the accused. No
solution of the Chinese puzzle has yet been
made as calculated to stave off recourse to partitioning
the drifting—that end the public can
clearly see coming. That will necessarily pro-
duce acute conflicts between the Allies. Russia
will not seize Manchuria, since she has it
already; Germany will not continue to play at
any pitting-off, patchwork, wind-up. She
will have the Shang province—that will satisfy
her, and who will dispute the takes of the Czar
and of the Kaiser? England will be compelled to
look after her door-policy in the Yangtze
Valley; Japan has her grab chalked out, so have
France and Italy. What resistance can China
offer to these material guarantees? Would the
hatred of the foreigner, the destitution of their
missionaries, suffice to fill the places of absent
patriotism? That's the rub; as to the raising
the huge pecuniary indemnity by loans, or the
receipts of the Maritime Customs, and from
the *lehsin* tax, that is a problem of much uncer-
tainty. If the Allies could get rid of the Man-
darins, collective protectors by the Allies—
until they fought with one another—might
prove more than a happy thought.

Opinion among the British on the Continent
is that Lord Roberts ought not to be forced to
return home prematurely, much as his country
would desire to welcome him. His work cannot
be considered as finished until he has laid the
basis of the military and civil administration of
the two colonies added to the crown. Governors
for the Orange and Vaal River territories
have not so much to be appointed as their
duties to be prescribed; then the high sub-
ordinates have to be selected and put to work;
the machine has to be started, in a word.
The end of the story has been reached, but
there must be no hurry to close the book. After
the nine months' gestation of victory, of all
hurly-burly, there is "much dust to clean away."
But sufficient time exists to get steamed up in
the great number of locomotives captured, and clear
the line from Komatipto to Mafeking for
miners, and excursionists too, our Lord Roberts
can declare a general peace, and date his pro-
clamation on the 11th of next month—the
anniversary when Kruger—"the man with the
gold"—declared his mad war against the might
of the British Empire. The guerrilla fanatics will
soon be wiped out, when they fully know the true
situation, and the vanishing of their stalwarts
with well-lined purses. The rebels, save those
who are deeply committed, will be glad to return to
the homes in which they were comfortable, until
they were attacked by the microbe of megalomaniac.
In due course the Dutch will be absorbed into
the Anglo-Saxon family, as their ancestors
have been so freely among other peoples and other
countries. What more loyal subjects has New
York than her absorbed Dutch population; or
Canada than the French? It is a Day of
Judgment for the Boers, all secrets are being
made known; the "rivers" are giving up their
artillery. Long Tom included, the railway
shunting their rolling-stock, and other stores.
What an accumulation of the latter the Boers
had, irrespective of what they burnt! Only
the English could have closed their eyes to such
preparations for them into the sea!

The French are devoting a great deal of
attention to the English elections. Their first
impression was that Lord Salisbury almost had
the majority he desired; they begin to be less
optimistic now, and hint that apathy is permeating
the constituencies. It is thought, too, that there
are too many old fogies or *non-voters* men—in
the Cabinets. However, it is on the Admiralty
and the War Office that the eyes of Monarchs
are most centred, for it is accepted that the land
and sea-forces of the British will now receive
their full development. Millions will not be
denied for re-organising both the services, and
bringing them into an up-to-date line. Generals
Roberts and Kitchener are considered the
necessary reformers for the army. No person is
specially named for the vacant post of First
Lord of the Admiralty. The great point for
Britons is the fact that the required changes
will be made whether Whig or Tory be in
Office, and that Continentals equally believe
this to be so. The re-organisation schemes are
intended, it is asserted, to include the whole
forces of the Empire, and to give a serious
on the part of those who obtained engagements
during the running of the show. The best
thing which such applicants can do is to return
in time to the place from whence they came.
Many of them are to be pitied, having to sit
front of mors, till ore in their stalls, answering
the same questions over and over again, day
after day. Two of such employees are said to
have been sent to the asylum, and no wonder.

The French Government is to make an en-
quiry into the relations between crime, accidents,
and holidays that is to say five days and Sun-
days. It will be of no practical value.
Where large bodies of people are assembled, the
chances of accidents are increased, and the op-
portunities for thieving facilitated. But we do
not close churches, cathedrals, theatres, and
railways tornin on that account; we take what
is good in them avoid the bad. In time of
plague or epidemic more summary measures,
moral guarantees, may have to be temporarily
resorted to, but to suppress or close the causes
which assemble people, that is to be thought
of. Drink is indulged in on holiday-time, but
as regards the French, that is not the provoca-
tive agent of crime, since they are a very sober
people. Passion and jealousy can inflame the
crime; but the latter is of vicious character,
and is not hatched in large assemblies. Some-
thing remains to be done in the selling of ban-
nages—more sanitary inspection is needed above
all.

The French are respectively requested hence-
forth to communicate directly with this firm, or
through our Agents, who are authorised to
go on board vessels for orders for car, &c., &c.
Dated Hongkong, 2nd September, 1900. [2488]

NOW READY.

• MOUNTINGS OF THE NAVAL
GUNS and their Subsequent Use
with the
LADYSMITH RELIEF COLUMN.
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N.
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M.S. Terrible).

The book is printed on art paper, and illus-
trated with coloured maps and sketches.
Price \$1 and \$1.50.

**SAPIOL & STEEL
PILLS
for Ladies.**
A Remedy for all Irritations.
Prepared in Silver Alum, Empress of China, &c.
sold by
A.

NEW ADVERTISEMENTS

NOTICE.

I HAVE This Day ADMITTED Mr. FRANK SMYTH, PARTNER in my Business, which will henceforth be carried on under the Firm Name of VERNON AND SMYTH.

J. Y. V. VERNON,
Share & General Broker.
Hongkong, 1st November, 1900. [2789]

IN THE MATTER OF ORDINANCE
No. 2 of 1892.

In the Matter of the Petition of MANE-
THO CORTES JACKSON of 74,
Sherman Avenue, Manufacturer,
JOHN McDONOUGH, Hotel
Metropole, Mining Engineer, and
ARTHUR JOHN CLARK, 1429,
Pennsylvania Avenue, Mining Engineer,
of all of Denver, County of
Arapahoe, State of Colorado, United
States of America, for LETTERS
PATENT for the exclusive use,
within the Colony of Hongkong,
of an Invention for "Improvements
in Rock Drilling Machines, Power
Hammers and like Reciprocating
Tools," for which Her Majesty's
LETTERS PATENT were, on the 8th
day of January, 1900, granted to
the said MANECHO CORTES
JACKSON, JOHN McDONOUGH
and ARTHUR JOHN CLARK.

NOTICE is hereby given that the Petition,
Specification and Declaration required
by the above-mentioned Ordinance have been duly
filed in the Office of the Colonial Secretary of
Hongkong, and that it is the intention of the
said MANECHO COOTES JACKSON,
JOHN McDONOUGH and ARTHUR
JOHN CLARK, by MATTHEW JOHN
DENMAN STEPHENS, their
duly authorized Agent and Attorney, to apply at the
Sitting of the Executive Council hereinafter
mentioned for LETTERS PATENT for the exclu-
sive use within the said Colony of Hongkong
of the above named Invention.

And Notice is hereby also given that a Sitz-
ing of the Executive Council, before whom the
matter of the said Petition will come for deci-
sion, will be held in the Council Chamber, at
the Government Offices, Victoria, Hongkong,
on Monday, the 12th day of November, 1900,
at 11 A.M.

Dated the 27th day of October, 1900.
MATTHEW J. D. STEPHENS,
18, Bank Buildings, Hongkong,
the Agent and Solicitor for the said
M. C. JACKSON, J. McDONOUGH &
2789 A. J. CLARK.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND
TAIWANFOO.

THE Company's Steamship
"THALES."

Captain Robson, will be despatched for the
above ports TO-MORROW, the 2nd November,
at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers,
Hongkong, 31st October, 1900. [2785]

SHIRE LINE

FOR NAGASAKI, KOBE AND
YOKOHAMA.

THE Steamship
"GLAMORGANSHIRE."

Captain Davies, will be despatched for the above
ports on SATURDAY, the 3rd November,
at 4 P.M.

For Freight or Passage, apply to
SHEWAN, TOME'S & CO.,
Agents,
Hongkong, 31st October, 1900. [2783]

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"ESMERALDA."

Captain Geo. T. Shand, will be despatched as
above on SATURDAY, the 3rd November, at
5 P.M.

This Steamer has superior accommodation
for Passengers and is fitted with the Electric
Light.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOME'S & CO.,
General Managers,
Hongkong, 31st October, 1900. [2784]

"GLEN" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship
"GLENARTNEY."

Captain Warner, will be despatched as above
on SATURDAY, the 6th November.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents,
Hongkong, 1st November, 1900. [2790]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship
"SUNGKIAN."

Captain Moore, will be despatched as above
on THURSDAY, the 8th instant.

The attention of Passengers is directed to
the Superior Accommodation offered by this
twin screw Steamer.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 1st November, 1900. [2791]

ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of the
ZETLAND LODGE will be held at
the FREEMASONS' HALL TO-NIGHT
(THURSDAY), the 1st November, at 8:30 for
9 P.M. precisely. Visiting Brethren are cordially
invited to attend.

Hongkong, 29th October, 1900. [2793]

DAVID GORE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG CANVAS
RELIANCE CROWN
TAPEPAULING
AENHOLD, KARBERG & CO.,
Agents
Hongkong, 1st May, 1899. [2788]

ENTERTAINMENT.

ORGAN RECITAL,
UNION CHURCH,
MONDAY,

the 5th November, 1900, at 5.45 P.M.

BY M. R. GEORGE GRIMBLE.

- 1.—Grand Offertoire in G. Major. Leefure Wely.
 - 2.—Tenor Solo.... Against Theo have I sinned? Beethoven.
 - 3.—(a) Andante in G. Ballata.
 - 4.—Andante in D. Flat. Lomare.
 - 5.—Soprano Duet & Chorus. I waited for the Lord; Mendelssohn.
 - 6.—Soprano Solo "Lord at all times" from Lauda. Mendelssohn.
 - 7.—March Triomphale... Guilmant.
 - 8.—Variations on Psalm Tune "Windsor" Sir G. Macfarren.
- Hongkong, 31st October, 1900. [2780]

AUCTIONS

ANTIQUES

GOVERNMENT NOTIFICATION.
No. 529.

THE following Particulars and Conditions of
Sale of CROWN LAND by PUBLIC
AUCTION, to be held at the Offices of the
Public Works Department, on MONDAY,
the 5th day of NOVEMBER, 1900, at 3 P.M.,
are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th October, 1900. [2763]

Particulars and Conditions of the Letting
by Public Auction Sale, to be held on
MONDAY, the 5th day of NOVEMBER,
1900, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of Crown
Land at Hung Hom, Kowloon, in the Colony
of Hongkong, for a term of 75 years, with
the option of renewal at a Crown Rent
to be fixed by the Surveyor of Her Majesty
the QUEEN for one further term of 75
Years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Uprate Price.
		N. ft.	S. ft.	E. ft.	W. ft.	
1	27	Hung Hom, Inland Lot No. 1 Lung Hang	59' 50"	50' 10"	100' 20"	8,470 08 2,513

GOVERNMENT NOTIFICATION.
No. 532.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 5th day of NOVEMBER, 1900, at 3.15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th October, 1900. [2762]

Particulars and Conditions of the Letting by
Public Auction Sale, to be held on
MONDAY, the 5th day of NOVEMBER,
1900, at 3.15 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of Crown Land at Yau Ma Ti, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Uprate Price.
		N. ft.	S. ft.	E. ft.	W. ft.	
1	1,111	Kow- loon Island Lot No. 1 Lung Hang	130' 15"	15' 15"	2,259' 30"	1,350

CHRISTMAS CARDS FOR HOME
MAIL.

NEW BOOKS AND NEW EDITIONS.
The Master Christian, by Mario Corelli... \$1.50
The Love that Lasts, by Florence Warden... 1.50
The Scarlet City, by "Potts" and
"Swars" 1.50

For Britain's Soldiers, by Roderick Kip-
ping, S. R. Crockett, Sir Walter
Besant, and others. Edited by C. J.
Cutcliffe Hyne... 1.50

The Fourth Generation, by Sir Walter
Besant... 1.50

The League of Ladymen, by Captain
Clive Dixon, 16th Lancers... 2.25

New Volume, Pep... 2.25

Volume Chums, 1900... 4.50

With Buller in Natal, by G. A. Henty... 3.50

In the Irish Brigade, by G. A. Henty... 3.50

Three Fair Maidens, by Katherine Lyman... 3.50

Molesworth's Pocket Book of Engineering
Formulas... 3.50

NEW STOCK.—Briar Pipes, New Tobacco,
Footballs, Tennis Goods, &c.

W. BREWER & CO.
23 & 25, Queen's Road, Hongkong. [31]

A DULY QUALIFIED SURGEON IS CARRIED, AND THE
VESSEL IS FITTED THROUGHOUT WITH ELECTRIC LIGHT.

FOR FREIGHT OR PASSENGER, APPLY TO
BUTTERFIELD & SWIRE,
AGENTS,
HONGKONG, 1ST NOVEMBER, 1900. [2791]

PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY,
LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that
the SECOND CALL of \$3.00 (Three
Dollars) per Share has been made and is PAY-
ABLE at the Company's Office, No. 4, Queen's
Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the
above mentioned call to send to the Company's
Agents their provisional Share Certificates for
endorsement.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 29th September, 1900. [2534]

THE NATIONAL BANK OF CHINA
LIMITED.

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq. | D. GILLIES, Esq.

CHOW TUNG SHANG, Esq. | J. T. LAUTS, Esq.

Chief Manager,
Geo. W. F. PLATFAR.

Interest for 12 Months Fixed... 5%.

Hongkong, 23rd March, 1900. [19]

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND—

STEELING RESERVE... \$10,000,000

SILVER RESERVE... 2,000,000

RESERVE LIABILITY OF PROP'TORS... \$10,000,000

COURT OF DIRECTORS.

N. A. SIEBS, Esq. — Chairman.

R. SHEWAN, Esq. — Deputy Chairman.

E. GOULD, Esq. —

H. E. M. Gray

A. Haupt, Esq.

said Marine Lot was before the date of commencement of the said Praya Reclamation Works of the value, without the buildings thereon, of \$5 per square foot, and with the buildings thereon of the value of \$200,000, or thereabouts at the least. The plaintiff after the completion of the said Reclamation Works in the immediate front of their said Lot were unable to obtain more than the sum of \$10,000 for their said land and buildings, and this depreciation was wholly and solely attributable to the conversion of the said lot from a Marine Lot to an Inland Lot.

"In and by the said Praya Reclamation Ordinance it is provided that it shall be the duty of the Governor of the colony for the time being to investigate and enquire into all cases of loss or damage sustained through the operations of the said Praya Reclamation Ordinance by lessees of Marine Lots within the line of the intended reclamation, who shall not accept in the manner and within the time provided in the said Ordinance the benefits and liabilities conferred and imposed by the said Ordinance, and to award to them such sum of money or such Crown lease of new land as he in his absolute discretion may think sufficient, as and by way of compensation for any injuries suffered by the said operations. The plaintiff's said Marine Lot was within the line of the said intended operations, and the plaintiff as lessee of the said lot did not signify their acceptance in the manner aforesaid or at all of the benefits or liabilities conferred and imposed by the said Ordinance, but on the contrary disented therefrom and refused to enter into any agreement with the Government in respect thereof.

"The plaintiffs called upon and required the Governor of Hongkong for the time being to investigate and enquire into their loss and damage through the operations of the said Praya Reclamation Ordinance, and His Excellency Major General Black, then administering the Government of the Colony, on or about the 22nd day of November, 1888, preferred to award to the plaintiff the sum of \$15,000 by way of compensation for their losses and injuries by the said works, but the said General Black did not make any proper enquiry and investigation into the plaintiff's claim or into their losses and damages in the premises. He did not hear the plaintiff by themselves or by their counsel in support of their claim. He gave them no opportunity of calling evidence to prove their losses and damages. He illegally and improperly received evidence put in by the Government of the colony in opposition of the plaintiff's claim without giving the plaintiff any opportunity whatever of knowing what that evidence was or contesting it. He took evidence in the absence of and behind the backs of the plaintiff, and finally his so-called award was or not in accordance with such evidence as was put before him. He wholly disregarded it and awarded to the plaintiff a much less sum than they appeared to be entitled to on the evidence. The plaintiff therefore humbly pray that the award of the said General Black, the Officer at the date of such award, may be wholly set aside and may be by this honourable Court declared wholly null and void and of no effect."

Continuing, Mr. Francis said the question, therefore, was whether the award might be looked into, might be questioned and set aside by the Court. His Lordship would see, therefore, that no question arose in the case as to whether it was or was not the duty of the Governor of the colony for the time being to enter into such an investigation or to make such an award. That, for the purposes of this argument, was admitted. General Black, who then administered the Government, did make an award, and the plaintiff contended that he made it under the circumstances set out in the last clause of the petition—that he did not give the plaintiff the opportunity of being heard, either by themselves or by counsel; that he received evidence on the other side of the question without giving them the opportunity of contesting that evidence; and that his award was totally unsupported by any evidence put before him; and that if he had acted on the evidence put before him, the award allowed ought to have been very much more. Ordinance 16 of 1889 commenced by reciting—"Whereas the foreshore of the harbour of Victoria is in process of sifting up, to the detriment of the health and commerce of the colony, and it is expedient to put a stop to such process and to provide a deep water frontage; and whereas the area of level land for building and for roads and of quays and open spaces along the sea front of the city Victoria is insufficient to meet the growing wants of the colony," etc. Provision was made in the Crown leases that if any land was required by the Government for public purposes it might be resumed by Government on payment of full and fair compensation to be assessed by the Surveyor General who at the present time corresponds to the Director of Public Works. After dealing with some of the subsequent sections of the Ordinance, Mr. Francis said he would in the first instance call his Lordship's attention to the fact that this was a transaction in reality between the body of the Marine Lot holders, in whose private and individual interests this reclamation was being carried out, and individual Marine Lot holders, and that the Government, while itself a Marine Lot holder in respect of some one or two pieces of ground, and therefore bound to contribute itself towards the construction of the Praya Reclamation in proportion to the amount of land it held, was only simply an agent for the purpose of giving effect to what was a general agreement between the whole of the Marine Lot holders within the limits specified in the Ordinance. The Marine Lot holders, including the Government, had to pay the whole expense of carrying out the Praya Reclamation; and the Marine Lot holder, including the Government, were to get the whole of the available reclaimed land in proportion to their respective existing lots for their own private and individual use without payment of any premium to the Government except that which was part of the expense of carrying out the reclamation to which each Marine Lot holder had to contribute, including the expense of the construction of the Praya wall, of the roads through the newly reclaimed ground, and of all necessary sewerage and drainage; so that the Marine Lot holders paid for the entire work. In the second place he would call his Lordship's attention to what he submitted was plain from this Ordinance, sub-section 6 of section 7—that it recognised, taken in connection with the provisions of section 2 and the provisions of the early part of section 7, that it was not in virtue of this Ordinance directly, but in virtue of the agreement made between the Marine Lot holders individually and the Government as representing the whole Government, that this work was being carried out. The Ordinance gave necessary powers to carry out the works being thought advisable by all parties that the work should be carried out by the Government and under Government supervision, and by the Marine Lot holders and under private supervision. It also distinctly recognises the right of any Marine Lot holder, if he did not think it practicable or convenient for him, to refuse to be bound by the Ordinance in so far as it referred to Praya Reclamation Works and so forth as referred to or affected

his pre-existing rights; and that if he so consented and stood upon his rights as a Marine Lot holder under his Crown lease he was in fact entitled to have his special case investigated, and if he suffered any loss in consequence of the Praya Reclamation works to have his damages enquired into and compensation paid to him. For the purpose of the present argument, it was sufficient for him to say, whether a duty was imposed by law on the Governor of the colony to investigate the plaintiff's claim and make any award or not, that the governor for the time being, General Black, recognised the fact that such duty lay upon him; and exercised his discretion as to what he thought sufficient by way of compensation for any injury such lessor had suffered, and awarded him the sum of \$15,000. He recognised the fact that the plaintiff had suffered some injury, and he assessed that loss and injury at \$15,000. Therefore the question for his Lordship's consideration now was whether any such duty was imposed upon the Governor by the Ordinance, not whether he had an absolute discretion to refuse to assess any damage, no matter how great the loss. The Governor admitted that loss and injury were suffered by the plaintiff; that they were entitled to compensation for such loss—so sufficient compensation. He took upon himself under the provisions of this Ordinance to investigate their injuries and to say what was a sufficient compensation and to award a certain amount. There were two questions practically involved in the issue stated and now before the court. First, having assumed that duty, was he or was he not bound to proceed in the exercise of the power conferred upon him by sub-section 6 of section 7 according to the laws of justice and equity? The second question was whether the Court was satisfied in point of fact—the facts being admitted for the purpose of this argument—whether or not the Court, if those facts were proved to its satisfaction, had power to set aside the award on the same grounds on which any ordinary award could be looked into and set aside by the Court? It seemed to him so clear that a superior court had jurisdiction to look into an award that he would ask his Lordship to call upon the learned Attorney General to show cause why the Court should not exercise its undoubted jurisdiction to safeguard the rights of any private individual.

The Chief Justice.—Do you wish me to call upon him now?

Mr. Francis.—Yes, my Lord.

The Chief Justice.—The general principle is quite clear, as you say, but the question in this case is whether, having regard to the special provisions of this Ordinance, the case comes within the general rules.

Mr. Francis, continuing, said that in reference to that his point was this. They had nothing to do with the Ordinance. The Governor, General Black, exercised the whole of his powers under the Ordinance. He took upon himself the duty and responsibility of making an award, and he made an award. There was nothing whatever in the Ordinance which said how that award should be enforced or questioned. It was left on the face of the Ordinance to the general operation of the general law.

The Chief Justice.—The issue is in these terms. These things being so, that is to say, assuming all these facts as to his conduct and other matters to be true, having regard to the provisions of the Ordinance, has the Court jurisdiction to enquire into the proceedings connected with that award, and to set aside the award? It raises the whole question of whether or not it was an award cognisable by the Court.

Mr. Francis contended that there was nothing in the Ordinance to deprive the Court of its ordinary jurisdiction either as regarded judicial or semi-judicial procedure. The Ordinance deprived the plaintiff of their rights under their lease to claim compensation, but there was not one word in the Ordinance which deprived them of their rights after the award had been made by the act of the Legislature.

(2) I submit that the Award was an executive or administrative act and not a judicial act, and that the remedy was to appeal to the Secretary of State.

(3) That if the Legislature had intended that there should be a judicial arbitration with all its necessary judicial procedure, if the Governor had to hear Counsel and act like a judge, it is strange that the Legislature did not allot the task to a Judge or to some legal man as Arbitrator.

(4) That if the Court holds in cases under section 7, s. 6, of the Praya Reclamation Ordinance 1889, it has jurisdiction to enquire into the proceedings connected with the award and set it aside, this will open the door to that litigation which, I submit, the Ordinance endeavoured to obviate. Any dissatisfied claimant could harass the Governor by coming into Court with allegations of errors in his mode of procedure, and thus force the Governor to explain to the Court how he arrived at his figures, what evidence he received, what investigation he made, and so forth. This I submit is contrary to the true intent of the Ordinance.

Now the Ordinance was well reviewed and discussed by this Court sitting in a "Full Court" in the case of Kyrie v. The Attorney General (the City Hall case) some 10 years ago. The power of the Legislature to pass an Ordinance taking away the rights of crown leases was upheld. As Sir Fielding Clarke there remarked in his judgment, "With the policy of the Ordinance or the adequacy of the compensation clause the Court can have no concern," and Sir James Russell, the then Chief Justice, said:

"But apart from the merits of this particular case, whatever may be the rights of this or another Marine Lot holder, the jurisdiction of the Court is completely ousted by the Praya Reclamation Ordinance. The Legislature has, by section 7, s. 6, enacted that Crown leases which have not come in under Sub-Sect. 1 and 2 shall have no claim to compensation in respect of any depreciation of their lots, by reason of the said works, and the Governor is vested with absolute discretion as to awarding compensation to those who have not come into the agreement." If the plaintiff was refused any compensation by the Governor still this Court cannot help him for sections 6 and 8 extinguish all rights and remedies except those provided by the Ordinance, namely, to have an equitable allotment or compensation for injury, as the Governor may decide.

It is well to consider what Baron Parke said in the "Golden Rule" in the construction of statutes. It is stated in Becke v. Smith, 2 Mess & Webb's Reports, at p. 195. The report begins at p. 191 and it is discussed in Wilberforce on Statute Law, p. 11. It is as follows:

"It is a very useful rule in the construction of a statute to adhere to the ordinary meaning of the words used, and to the grammatical construction, unless that is at variance with the intention of the Legislature or leads to any manifest absurdity or repugnancy, in which case the language may be varied as modified so as to avoid such inconveniences." Now applying that rule to the construction of the Petition it is true and having regard to the provisions of the Praya Reclamation Ordinance, 1889, has the Court jurisdiction to enquire into the proceedings connected with the award referred to in the Petition and to set aside the award and declare it null and void?" If the Court decides that it has such jurisdiction it will become necessary later on to enquire whether the facts stated in the Petition to be true and having regard to the provisions of the Praya Reclamation Ordinance, 1889, has the Court jurisdiction to set aside the award and to declare it null and void?"

If he thinks it is awarded to him and given

claims can be so brought. Section 80 of the Code says: "All claims against the Government of the colony of the same nature as those within the provisions of the Petitions of Right Act, 1600, 23 and 24 Vict., Chap. 89, may with the consent of the Governor be preferred in the Supreme Court in a suit instituted by the claimant or plaintiff against the Attorney General as defendant. Is not the effect of section 83 to limit the claims which can be brought against the Government under that action to claims of the same nature as those which could be brought against the Crown under a Petition of Right?"

On objection by Mr. Francis, the Court considered the question as to whether the jurisdiction, if existing, could be exercised in this particular form of suit under section 83 was not open to argument on this issue. So the Attorney-General, rather than have an adjournment, decided to proceed only with the other points.

Continuing, the Attorney-General said—One does not derive much assistance from considering the cases in which awards can be set aside in England, which is fully gone into in Cap. IX of Russell on Awards, beginning at p. 693, or by considering the Imperial Arbitration Act 1889 (52 and 53 Vict., c 49) because all those Awards are in the proper sense of the term, made by arbitrators to whom the matter has been submitted by consent of the parties to some dispute, or by order of the Court. The common law Courts had no jurisdiction to set aside awards, except in cases within 9 and 10 William III, c 15, or the Common Law Procedure Act 1850 (both repealed by the Act of 1889). In all other cases a Bill in Equity was the remedy, but I think that was only where the submission to arbitration was by Judge's order, or *in iure prius* or rule of a Court of Common Law or by private agreement not under the Statute of William III. (See Russell on Awards at p. 718): I take it wherever any Court had referred the matter to arbitration or the parties had agreed to make it a rule of Court, that Court would have jurisdiction to set aside the award for proper cause. But, in this case, there is no award in the ordinary sense made by the Court within the limits of their authority, but if their authority is indefinite how is this Court to define the limits?"

So the Judgment generally—Another case of an instructive kind is *In re Carnarvon and Greene*, L.R. 13.2 B.D., p. 7. There is no ground on which this Court can review their Acts. Public officers may be kept by this Court within the limits of their authority, but if their authority is indefinite how is this Court to define the limits?"

The Judgment begins on p. 500, and at p. 503 the Lord Justice points out that the so-called arbitrators "might be amenable to Parliament for not having discharged their duty," but adds, "I see no ground on which this Court can review their Acts. Public officers may be kept by this Court within the limits of their authority, but if their authority is indefinite how is this Court to define the limits?"

There is no ground on which this Court can review their Acts. Public officers may be kept by this Court within the limits of their authority, but if their authority is indefinite how is this Court to define the limits?"

Mr. Francis, objecting to the question of de-

mocracy or such a Crown Lease of new land as he may in his absolute discretion think sufficient, as and by way of compensation for any injury such lessor may have sustained by the said works. Would not any one applying the ordinary meaning to these words consider the section intended to leave the matter absolutely to the Governor whether there was to be compensation or not and if so how much? It is not, I submit, either expressed or implied that he is to hold an elaborate judicial investigation and hear Counsel &c before he decides what he will give. The case of The Navvy and Banister Railway Company v. Ulster Railway Company, S. De Gex, Mincington and Gordon's Reports, p. 487, throws light on my contention. There a Bill was filed to set aside an award made by the Commissioners of Railways for the payment of a sum of money by the applicants as their proportion of certain expenses. The so-called arbitrators were appointed by an Act of Parliament. The grounds urged for setting aside the award were undue delegation of their authority and the admission of evidence taken *ex parte*. But it was held by Lord Justice Turner that they were not in the position of private arbitrators but had a discretion which the Court could not control. The case made by the Bill is stated at p. 497. The Judgment begins on p. 500, and at p. 503 the Lord Justice points out that the so-called arbitrators "might be amenable to Parliament for not having discharged their duty," but adds, "I see no ground on which this Court can review their Acts. Public officers may be kept by this Court within the limits of their authority, but if their authority is indefinite how is this Court to define the limits?"

So the Judgment generally—Another case of an instructive kind is *In re Carnarvon and Greene*, L.R. 13.2 B.D., p. 7. There is no ground on which this Court can review their Acts. Public officers may be kept by this Court within the limits of their authority, but if their authority is indefinite how is this Court to define the limits?"

The afternoon was taken up in the translation of the characters on the numerous exhibits produced in the case, which was remanded until to-day.

Mr. Reece submitted a plea of not guilty for all the defendants.

Chinese Constable 232 was the first witness called. In answer to questions by Mr. Hanson, he said that he was sent over to Kowloon and arrived at Lyemun, disguised as a cigar-seller, at 11.15 a.m. He saw a number of men gambling on the hillside, about forty feet from the sea-shore, by the side of two houses. He watched them for half an hour, and took note of what the men were doing. A red scroll with inscribed characters was hanging on the tree. First defendant walked up to the scroll.

Mr. Reece—Walked up to it? How could he walk up the tree?

Witness took possession of the red scroll, a number of documents with inscribed characters and boxes containing "chops"—all used in the Tea Fa lottery.

In reply to the bench, witness explained that the lottery consisted of 36 characters representing animals. A man placed his money on the particular character he fancied, and the result was known by opening the red scroll.

The afternoon was taken up in the translation of the characters on the numerous exhibits produced in the case, which was remanded until to-day.

BREAKING A COOLIE'S ARM.

A private chair coolie was brought up on a charge of a rather serious nature. It appeared that on Tuesday he and other three private chair coolies were conveying a party of Europeans to the Peak. Near the Albany, at the bottom of Peak Road, they were run into by a public chair coming up behind. A fight ensued, bamboo being freely used. In the melee, one of the public chair coolies received a blow on the arm that snapped the bone clean in two. The coolie who was supposed to have struck the blow was arrested, while the injured coolie was conveyed to the Government Civil Hospital where he now lies.

The accused was remanded until Monday. Dr. Bell having certified that the injured man was too ill to attend court. Bell was refused.

FEARFUL TYPHOON IN ANAM.

OVER FIFTY HUNDRED LIVES LOST AT TOURANE.

A typhoon, as destructive in its results as any which has raged along the Annam coast within the memory of the oldest inhabitant, is reported to have swept across Tonkine during the early part of last month, carrying all before it with relentless fury. The overland telegraph wires having been blown down at the outset, and the cables disabled at a number of points along the coast, the bare details of the devastation and widespread misery among the Annamites have only just reached us, while some additional particulars regarding the disaster were supplied to our representative yesterday by the Captain of the steamer *Progress*, who has just come in from his usual voyage to Tonkine and other coast ports. At a rough estimate, between fifteen and sixteen hundred Annamites and foreign residents are said to have met a somewhat sudden and fearful death. The storm, it is given, was of over forty-eight hours, the major portion of the destruction had been wrought by a wholesale sweep in one night of the paddy and rice-fields stretching over an area of nearly a thousand square miles. The initial blast of the wind took place soon after sunset, and by dawn the next day the hordes of famine-stricken peasants of the hill-side were scattered over the fields and along the side-walks of the streets, or bundled together in lots along the banks of the Tonkine River, swept thither by the lash of the waves, and the swiftly swelling tide. An eye-witness describes the sight as sickening, and states that when the tide flowed again during the next day the bodies of whole families of Annamite fishermen were seen floating in from the Bay beyond. The subduing of the elements in Tonkine was followed a few days later by another typhoon, which raged from the 16th to the 18th October, and extended to Quinhon, a port of three thousand inhabitants, and mostly fishermen and peasants. Here the former suffered the most for when the storm had wholly subsided it was found that not a fishing boat or craft of any description was intact. All were damaged beyond repair, and altogether, it is computed between three and five hundred lives were lost in Quinhon and the neighbourhood. Information has been sent to Singapore, and by this time, it is hoped, the necessary help has been received by the survivors of the disaster, while a telegraph boat has been dispatched to repair the cable.

HONGKONG GENERAL CHAMBER OF COMMERCE.

DEAR SIR,

With reference to the attached memorandum, which I have been asked to place before the Committee of the Chamber, I propose at the next meeting to suggest that the Committee approach the Harbour Master with a view to the adoption of a system of "continuous record certificates" for the master and engineers of steam launches holding certificates of competency from the Harbour Department, such certificates to be a record of service from the time the certificate of competency was issued: they should specify place of birth and other particulars of family, & every change of employment and character given by each employer, as well as reason for leaving: a photograph should accompany the certificate, also a description of the man, and, if necessary, these latter should be renewed from time to time.

All endorsements on the certificate should be made by the Harbour Master, and a duplicate copy should be kept for future reference at the Harbour Department.

If this same system could be extended to embrace all firemen and sailors, so much the better, but even if it is confined to masters and engineers it will be of some kind of protection to the launch owners who are apparently in future to be responsible for any acts of piracy committed by their launches, no matter whether the crew are implicated or not.

Perhaps you will be so kind as to ask permission of the Committee to circulate this letter amongst the members, so as to prepare to make any amendments that seem fit.

I am, dear sir,

Yours faithfully,

A. MARSHALL.

The SECRETARY.

Hongkong General Chamber of Commerce.

(Enclosure.)

New Launch Ordinance.

The Government will have power to compel any launch owner to deposit \$1,000 security and launch coxswain to deposit \$1,000 security and although they may not exercise this power with regard to European-owned launches, it is intended

likely that they will refrain from doing it, sooner or later.

In that event we shall have no alternative but to find the security ourselves because the coxswains could not as a rule find \$1,000 security.

The will lies in the fact that these men (who come of the fisherman class) are not sufficiently under control. Having no family village like other Chinese,

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS POSTE FRANCAIS

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

MONDAY, the 5th November, 1900.
On at 1 P.M., the Company's Steamship
"SYDNEY," Captain: Aubert, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with
the a.s. Armand Béth, which vessel takes on
her Passengers and Mails, leaving that port on
the 17th November direct to Suas, Port Said
and Marseilles.

Cargo and Specie will be registered for Lon-
don as well as Marseilles and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 4th
November. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd October, 1900.

[2537]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY
LIMITED.

FOR MANILA

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched as above
on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1900.

[2537]

CHINA NAVIGATION COMPANY
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched as above
on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1900.

[2538]

CHINA NAVIGATION COMPANY
LIMITED.

FOR FOOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 7th
November.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 25th October, 1900.

[2539]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via
Shanghai, Nagasaki, etc.) THURSDAY, Nov. 8,
at NOON.

Yokohama and Honolul.

CITY OF PEKING (via
Shanghai, Nagasaki, Kobe, etc.) TUESDAY, Dec. 4,
at NOON.

and Honolul.

CHINA (via Shanghai, Nagasaki, Kobe, etc.) THURSDAY, Dec. 27,
at NOON.

and Honolul.

THE Company's Steamship "CITY OF
RIO DE JANEIRO" will be despatched
for SAN FRANCISCO, VIA SHANGHAI,
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU on THURS-
DAY, the 8th November, at NOON.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passenger holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports
to San Francisco, via Atlantic and Inland Cities
of the United States via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Conular Invoices to accompany Cargo de-
signed to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 15th October, 1900.

[2540]

CHINA NAVIGATION COMPANY
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINGTAU."

Captain Williams, will be despatched as above
on SATURDAY, the 10th November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1900.

[2538]

GLEN LINE OF STEAMERS

FOR NEW YORK

THE Company's Steamship

"GLEN GARRY."

Captain P. Greve, will be despatched for the
above port on the 20th November, 1900.

For Freight or Passage, apply to

MUGGINS & BROS. & GOW,

Agents.

Hongkong, 24th October, 1900.

[2541]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AU-
STRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF CONTINENTAL
AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN."

Captain C. D. Bennett, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
port for Bombay on SATURDAY, the 10th November,
at NOON, taking passengers and cargo for
the above ports.

Silk and Valuables, all cargo for France, and
Taxes for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4 P.M.
the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 29th October, 1900.

[2537]

CHINA NAVIGATION COMPANY
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched as above
on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1900.

[2538]

CHINA NAVIGATION COMPANY
LIMITED.

FOR NEW YORK

THE Company's Steamship

"CARLISLE CITY."

On 20th Nov.

3,002 Tons.....

THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY"

On 20th Nov.

3,002 Tons.....

THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO
AND SAN FRANCISCO
VIA MOJI, KOBE,
YOKOHAMA AND HONOLULU, on TUES-
DAY, the 29th November.

Through Bills of Lading issued to any point in
the United States.

Cargo will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

For further particulars, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th October, 1900.

[2537]

CHINA NAVIGATION COMPANY
LIMITED.

NOTICES TO CONSIGNEES

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FROM NEW YORK.

POST OFFICE NOTICES.

CAY XMAS and NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 9th November, are due in London about the 10th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

The *Stuttgart*, with the German Mail of the 1st October, left Singapore on Sunday, the 29th inst., at daylight, and may be expected here on or about Friday, the 2nd November.

The *Anem*, with the French Mail of the 6th inst., left Saigon on Thursday, the 1st inst., at 7 a.m., and may be expected here on or about Sunday, the 4th November. This Packet brings replies to letters despatched from Hongkong on 1st September.

The *Coptic*, with the American Mail left Yokohama on Tuesday, the 30th inst., at daylight, and may be expected here on or about Wednesday, the 7th proximo.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Touron and Quinhon	Progress	Thursday, 1st, 11.00 A.M.
Singapore, Sourabaya and Samarang	Fuusing	Thursday, 1st, 2.00 A.M.
Shanghai	Tarslun	Thursday, 1st, 2.00 P.M.
Swatow and Shanghai	Takelung	Thursday, 1st, 3.00 P.M.
Singapore, Ponang and Colombo	Sanuki Maru	Thursday, 1st, 5.00 P.M.
Swatow, Amoy and Taiwainfo	Thales	Thursday, 1st, 5.00 P.M.
Manila	Loonegea	Friday, 2nd, 3.00 P.M.
Magasaki, Kobe and Yokohama	Glamorganshire	Saturday, 3rd, 3.00 P.M.
Amoy, Singapore, Samarang and Sourakayu	Shantung	Saturday, 3rd, 3.00 P.M.
Amoy and Manila	Bonnerdale	Saturday, 3rd, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Registration	8th, 10.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Letters	10.45 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Friday, 9th Nov., 3.00 P.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	C. R. de Janeiro	Saturday, 10th Nov., 8.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Chusan	Registration, 10.00 A.M.
Empress of India	Papers	10.45 A.M.
Letters	Letters	11.00 A.M.

TO-DAY.

Meeting of the Zetland Lodge, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 31st October.

ON LONDON.—	Telegraphic Transfer	2/14
	Bank Bills, on demand	2/14
	Bank Bills, at 30 days' sight	2/14
	Bank Bills, at 4 months' sight	2/14
	Credits, at 4 months' sight	2/14
	Documentary Bills, 4 months' sight	2/14
ON PARIS.—	Bail Bills, on demand	2.63
	Credits at 4 months' sight	2.69
ON GERMANY.—	On demand	2.143
	Bank Bills, on demand	503
	Credits, 60 days' sight	52
ON BOHM.—	Telegraphic Transfer	157
	Bank, on demand	157
ON CALCUTTA.—	Telegraphic Transfer	157
	Bank, on demand	157
ON SHANGHAI.—	Bank, at sight	712
	Private, 30 days' sight	723
ON YOKOHAMA.—	On demand	24 p.c. dis.
ON MANILA.—	On demand	1 p.c. pm.
ON SINGAPORE.—	On demand	13 p.c. pm.
ON BATAVIA.—	On demand	1234
ON HAIPHONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	14 p.c. pm.
ON BANGKOK.—	OPIUM.	Quotations are:
	Allow's not to 1 catty.	
	Maiwa New ... \$700 to \$800 per picul.	
	Maiwa Old ... \$820 to \$840 "	
	Maiwa Older ... \$870 to \$880 "	
	P. P. Paper-wrapped ... \$850 "	
	Persian fine quality \$870 to \$825 "	
	Persian extra fine ... to —	
	Fatua New ... to \$855 per chest.	
	Fatua Old ... — \$945 "	
	Banares New ... — \$945 "	
	Banares Old ... — "	
VESSELS EXPECTED.	FOR SALE.	
	WOOD OIL.	
	H. L. TRADE MARK.	
	HOP LOONG & CO.	
	2606, 27, Hollywood Road, Hongkong.	
PORTLAND CEMENT	J. B. WHITE & BROS	
	SOLE AGENTS FOR CHINA.	
	HOLLIDAY, WISE & CO.	
	Hongkong, 16th September, 1899.	[2724]
AMERICAN SYSTEM.	DENTISTRY	
	No. 32, QUEEN'S ROAD CENTRAL.	
	CHADWICK KEW.	
	(LATE OF POATE & NOBLE).	
	Hongkong, 15th September, 1899.	[2419]
S I E N T I N G .	SURGEON DENTIST.	
	No. 10, DAGUILLAR STREET.	
	AT	
	No. 32, QUEEN'S ROAD CENTRAL.	
	CHADWICK KEW.	
	(LATE OF POATE & NOBLE).	
	Hongkong, 15th September, 1899.	[2419]
PAINTING OF ALL KINDS	at the most moderate prices!	
	THE "DAILY PRESS" OFFICE,	
	All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.	
	THE N. P. steamer <i>Goodwin</i> sailed from Tacoma for Japan and Hongkong on the 17th September.	
	The N. P. steamer <i>Breconshire</i> sailed from Tacoma for Japan and Hongkong on the 23rd September.	
	The N. P. steamer <i>Olympia</i> sailed from Tacoma for Japan and Hongkong on the 17th ult.	
	The N. P. steamer <i>Tacoma</i> sailed from Tacoma for Japan and Hongkong on the 18th ult.	
	The N. P. steamer <i>Duke of Fife</i> sailed from Tacoma for Japan and Hongkong on the 27th ult.	

JOINT STOCK SHARES.

HONGKONG, 31st October.

STOCKS.	NO. OF SHARES.	ISSUE VOLUME.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$123	\$125	30/- div. at 1/11/94 = \$15.08 per share for 1st half year 1900	314 p. c. pr. = \$5174. London £57.
Bank of China & Japan, Id. Do. Deferred.	109,875	28	24	None	21.
National Bank of China, Id. Do. Founders' Shares ...	1,200	21	21	25/- for 1899	225, buyers
	19,000	21	21	2.8/- for 1899 = \$1.30 for 99	220, buyers
	750 firs.	21	21	None	220.
MARINE INSURANCES.					
Union Ins. Society, Id.	10,000	\$250	\$50	36 p. c. = \$18 for 1898	245, sellers
China Traders Ins. Co., Id.	24,000	\$83.33	\$25	16p. c. for yr. end 30/4/99	352, sales
	5,000	\$100	\$25	5 p. c. first in all for 1898	318, ex div. sales
North China Ins. Co., Id.	20,000	\$100	\$25	10 p. c. for 1899	318, sellers
	10,000	\$250	\$50	12 p. c. for 1899	318, buyers
	30,000	\$100	\$20	5 per cent. for 1895	31.
SHIPING.					
Hongkong, Canton and Macao S. H. Co., Id.	80,000	\$15	\$15	\$1.20 for half year ended 30/3/94.	321, sellers
Indo-China S. N. Co., Id.	60,000	\$10	\$10	6p. c. 62 p. c. bonus for 99	300, sales
	6,000	\$50	\$50	10 p. c. for 1899	303, sellers
Star Ferry Co., Limited	10,000	\$10	\$10	12 p. c. for 1899	314, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	12 per cent. for year ending 20/9/99	310, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$10	\$10	Int. of 3 per cent. on a/c of 1900	2103, buyers
	20,000	\$10	\$10	Int. of 5 per cent. on a/c of 1900	215, buyers
	10,000	\$10	\$10	1.05 - 12 p. c. for year ended 30/9/99	318, sales & buyers
	2,000,000	\$1	\$1	Int. of 5 p. cent. on account of 1900	200, ts.
MINING.					
Punjum Mining Co., Id. Do. Preference	10,000	\$50	\$50	None	233, sellers
	30,000	\$1	\$1	75 cents, sales	250, buyers
Sociedad Française du Tonkin	10,000	Frs.250	Frs.250	None	250, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	10 cents, sellers
Jeletu Mining and Trading Company, Id.	45,000	\$5	\$5	5 p. c. half year end. 31/7/94 (coupon 9)	88, sellers
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	1 s'ling. 51 cts. 10th div. on 7/7/00	223, sellers
Oliver's Prochol Mine, Limited	A 15,000	\$5	\$5	div. for 1900 - 22p. et. for 1909	321, sellers
Great Eastern and Central Gold Mining Co., Id. Do. Preference	B 43,000	\$5	\$41	None	31.90, sellers
Docks, WHARVES, &c.	70,000	\$1	\$1	First year	40 cents.
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	8p. et. 12p. c. bonus for 1900 - 1000/00	545 per c. pr. = \$600.25.
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 per cent. on account of 1900	363, buyers
Wanchai Warehouse and Storage Co., Id.	2,600	\$100	\$87.5	Int. of 5 per cent. for 1899	361, buyers
New Amoy Dock Co., Id.	6,000	\$62	\$61	22 per cent. for 1899	3201, sales
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Agency Co., Id.	50,000	\$100	\$100	Int. \$8 on account 1900	3192, sales
Kowloon Land & Co., Id.	6,000	\$50	\$30	84 for 1899	323.
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	361, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. c. for half year ended 30/9/00	318, sellers
Oriente Hotel Co., Limited	7,000	\$50	\$450	First year	56.
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 per cent. for 1899	311.75, buyers
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Id.	17,500	Tls.100	Tls.100	81 p. c. for period ending 31/10/97	Tls. 50.
International Cot. Mfg. Co., Id.	10,000	Tls.100	Tls.100	3 p. c. on account '98	Tls. 45.
Leung-kung-mow Cotton Spin. & Weaving Co., Id.	8,000	Tls.100	Tls.100	4 p. c. on account '98 on 6,000 shares	Tls. 50.